

Winter Driving

SKIDS



Good drivers know the special hazards of winter driving, but should be reminded about the danger of skidding when speed is too high.

One of the most terrifying experiences in winter driving is the skid. If it happens at high speed, the result could be a disastrous crash. It is urgent to slow down at the first hint that the road is slick. Most skids could be avoided by adjusting to the conditions, and it is possible to recover from skids if you know how.

Experienced drivers know that skids are likely on curves and turns. Slow down ahead of time, then apply power slightly into the curve. Steering is steady, with no abrupt change in direction and, especially, no abrupt braking.

If you go into a skid, remember two cardinal rules: Don't steer against the skid and don't hit the brakes. Instead, steer in the direction the vehicle is sliding until you feel recovery of traction, then slowly straighten the wheels and keep rolling. If braking is necessary before rolling traction is recovered, apply the brake peddle carefully so as not to lock the wheels and intensify the skid. Vehicles with anti- lock brakes have better control in skid situations.

Expert drivers constantly look out for areas that might induce skidding, such as unexpected ice patches or piles of wet leaves, especially in shady areas or on overpasses. They know that wet ice, warmed by the sun, is twice as treacherous as "cold" ice.



Above all, expert drivers know that a safe stop on icy or snow-packed roads is a tricky maneuver requiring skill and good judgment. Anticipate stops. Slow down gradually, well ahead of intersections. Approaches to stopping places are likely to be polished and slick, because of stopping and starting traffic.

Since accidents are so common in winter, the expert driver makes a double allowance for the sake of safety. First, drive on slippery roads at reduced speed; and second, increase following distance behind the vehicle ahead. This gives an extra space cushion for safe stopping, in case there is trouble ahead.

Tennessee 511 is a voice-activated phone system and website (<http://www.tn511.com/>) that provides real-time traffic and travel information to travelers statewide. The 511 services include traffic conditions, road construction, and weather for Tennessee and some of our neighboring states. Those using land-lines can access the service by dialing **1-877-244-0065** toll free. Many other states participate in the 511 program. Check the [US DoT Federal Highway Administration](http://www.USDoT.gov) web for a complete listing.



In Tennessee, dialing ***THP (*847)** from any cell phone connects you to the nearest Tennessee Highway Patrol dispatch center. Open this [LINK](#) for states with similar services



WEDNESDAY

DATA FROM THE KENTUCKY DEPARTMENT OF HIGHWAYS

FEBRUARY 27, 2008

SAFETY SHOE VANS ON BASE MARCH 3-4. SAFETY MUST SIGN THE GC-1618. PRESCRIPTION EYEGGLASS VENDOR ON BASE MARCH 3.

All AEDC employees have the responsibility and authority to stop work when there is imminent danger to an individual. This authority applies to Air Force/ DoD, ATA, and outside contractors. If you observe an unsafe action or condition that needs immediate attention (i.e., one that creates imminent danger to life or health), call the Safety Hotline, extension 7233 (S-A-F-E). This number rings in the Safety Office weekdays 0630 – 1600. The Operations Center answers calls at night, on weekends, and after the fourth ring during regular duty hours. To report other unsafe conditions send a completed [Form GC- 1703 Safety Observation Report](#) to ATA Safety (MS 7000; Fax 7351); follow up with a Synergen Work Request after a RAC has been assigned.



TOOLBOX TOPICS

FALL PROTECTION: **RED OR WHITE**; RIGGING: **RED OR WHITE**

